

CLASSIFICATION

**SECRET**COUNTRY East Germany REPORTTOPIC Neuruppin Airfield 25X1EVALUATION                      PLACE OBTAINED                      25X1DATE OF CONTENT                      25X1DATE OBTAINED                      PREPARED 17 February 1955 25X1REFERENCES                     PAGES 2 ENCLOSURES (NO. & TYPE)                     REMARKS                     This is UNEVALUATED  
Information

25X1

1. The following air activity and aircraft were observed at Neuruppin airfield between 7 and 27 January 1955: 25X1

7 to 11 January. No air activity was observed at the field.

12 January. There was air activity by MiG-15s or U-MiG-15s which made local flights and flights in elements of two.

13 January. Local flights were made by MiG-15s or U-MiG-15s after 1730. Between 2100 and 2145, a swept-back fighter which did not tow an air sleeve, flew target representation for 2 ground searchlights and 1 MiG-15 or U-MiG-15 which approached it from the rear at an angle of 45 degrees.

14 January. Between 1230 and 1615, several MiG-15s or U-MiG-15s took off and circled widely over the field.

16 and 17 January. No air activity was observed. At 1400 on 17 January, about 50 soldiers removed snow from the runway.

18 January. No air activity was observed. The sound of several jet engines was heard during the afternoon. About 45 soldiers were engaged in removing snow. The runway was marked by faggots.

19 January. Two MiG-15s or U-MiG-15s took off at 1400 and 1600 and practiced flying in elements of two. The aircraft landed at 1435 and 1645.

20 January. Two MiG-15s or U-MiG-15s fitted with auxiliary fuel tanks individually took off at 1400. The aircraft assembled in an element and headed east. They landed at about 1500. Snow was cleared off of the aircraft parked on the landing field with birch brooms.

21 January. No air activity was observed.

22 January. Between 1015 and 1300, there was air activity by several MiG-15s or U-MiG-15s. Aircraft took off individually and in elements of two at short intervals. The elements of two assembled in formations of four and practiced formation flying at an altitude of about 3,000 meters. Local flights were also made.

23 to 27 January. There was no air activity. 1

2. The following observations were made at Neuruppin airfield between 13 and 23 January 25X1

13 January. There was air activity.

14 January. Local flights were made by MiG-15s or U-MiG-15s.

17 January. No air activity was observed at the field.

18 January. There was no air activity except for the landing by a Yak-14 at 1100. At 1750, two searchlights on the landing field were in operation for a short time. Their light could not penetrate the layer of haze over the field. This seemed to be the reason why the scheduled night flight was not made.

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23 to 27 January. No air activity was observed. On 23 January, 2 MiG-15s or U-MiG-15s were parked on the alert site and about 23 canvas-covered swept-back jet fighters in the southeastern corner of the landing field.<sup>1</sup>

3. From 1800 until midnight on 13 January, flying was practiced by MiG-15s or U-MiG-15s. During the morning of 15 January, a large number of MiG-15s or U-MiG-15s took off. [ ] was observed on a swept-back jet fighter when it approached for landing at about noon.<sup>1</sup>

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4. Vehicular traffic at the field included trucks [ ]<sup>2</sup>

25X1

5. Air activity and aircraft observed at Neuruppin airfield between 18 and 27 January:

18 January. There was no air activity. A total of 24 MiG-15s or U-MiG-15s and 2 Yak-11s were seen on the landing field. Of the swept-back jet fighters 2 were parked as an alert formation southeast of the eastern end of the runway near the alert shack, 6 were parked in front of the southeastern hangar, and the other aircraft were on the alert site in the southeastern corner of the landing field. The aircraft revetments of which the interior could be seen were empty.

22 January. Between 1045 and 1545, there was intensive air activity by MiG-15s or U-MiG-15s, which made individual high-altitude flights, formation flights, aerobatics including loops, half rolls, turns etc. The aerobatic figures were skillfully made. Up to 6 aircraft were simultaneously aloft.

23 to 25 January. No air activity was observed.

26 January. A Po-2 took off at 1545. No additional air activity was observed.

27 January. There was no air activity.<sup>1</sup>

6. The unidentified device consisting of two frames was still located southwest of the gap in the fence along Wittstocker Allee. The snow had been carefully removed from between the frames and in a 3-meter area around the frames.<sup>3</sup>
7. The Soviet soldiers were not allowed to talk with German craftsmen at the field or in the housing area. [ ] each craftsman in the area of the field had to be escorted by a Soviet sentry.<sup>4</sup>

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1. [ ] Comment. Neuruppin airfield is still occupied by a fighter regiment. Air training was conducted on a larger scale. A total of 25 MiG-15s and 2 Yak-11s were counted on the landing field. The MiG-15s [ ] was observed in Puetnitz in 1953.

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2. [ ] Comment. Motor vehicle [ ] is observed for the first time in the area of the Twenty-Fourth Air Army.

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3. [ ] Comment. The two frames southwest of the gap in the fence along Wittstocker Allee have repeatedly been reported. Their purpose is still unknown. [ ]

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4. [ ] Comment. These strict security measures against German workers are reported for the first time from Neuruppin airfield.

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